

The Sydney Morning Herald.

No. 8918--VOL. LV.

WEDNESDAY, JANUARY 2, 1867.

SHIP ADVERTISEMENTS.

REDUCED RATES.

PARMAATTA AND RIVER STEAMERS.

The gift and commodious steamer **RMU**, **PELICAN**, and **BLACK SWAN**, daily, from Patent Slip Wharf, **PARMAATTA**, Hunter's Hill, GLADYSVILLE, and **RYDE**, 6, 9, and 11 a.m.; 1, 2, 5, 6, and 8 p.m.

To **PARMAATTA**, 6, 9, and 11 a.m.; 1 and 5 p.m.

60 Pence at less than half the railway rates.

On the 1st instant, **EMILE HAGUE GARNET**, fourth son of **ALBERT GARNET**.

SHIP ADVERTISEMENTS.

TEAM TO ENGLAND VIA PANAMA.

TEAM TO ENGLAND VIA PANAMA, in connection with the Steamship of the Royal Mail Steam Packet Company, the **PANAMA**, New Zealand, and Australasian Royal Mail Steamship.

KAIKOURA, 1501 tons, 500 horse-power.

B. S. MACHIN, contractor.

For **PANAMA**, **ENGLAND**, N. Z., FRIDAY, February 1st, 1867, at 5 p.m.

Passengers, gold, specie, and cargo can be forwarded by this route to all parts of South America, the United States, and Canada; also via France to all the continental cities of Europe, and via Southampton to any part of Great Britain.

GOLD AND SPECIE.

Freight delivered at the Bank of England.

THREE SHILLINGS PER CENT.

Every information relating to freight and passage may be obtained at the Company's Office, **Grafton Wharf**.

H. B. BENSON, General Manager.

REGULAR STEAM COMMUNICATION WITH NEW ZEALAND.—Steam to **HOKITIKA** and **THE GRAY**.—The **PANAMA**, New Zealand, and Australasian Royal Mail Steamship.

Are appointed to leave **PANAMA** on the 5th and 20th of each month, to **HOKITIKA** and **GRAY**, taking cargo and passengers for **NELSON**, **TARANAKI**, **PICTON**, **WELLINGTON**, **LYTTELTON**, **OTAGO**, and **BLUFF**.

For freight and passage apply at the Company's Office, **Grafton Wharf**.

H. B. BENSON, General Manager.

QUEENSLAND STEAM NAVIGATION COMPANY'S STEAMSHIP.

For **ROCKHAMPTON** direct.—Lady **BROWN**, THIS DAY, WEDNESDAY, 3rd January, at 5 p.m.

For **BRISBANE** and **IPSWICH**.—Lady **YOUNG**, THURSDAY, 31st January, at 5 p.m.

W. WESTGARTH, Manager.

Q. S. N. Co.'s Office, **Square-street**.

H. UNDER RIVER NEW STEAM NAVIGATION COMPANY'S STEAMSHIPS until the 26th January inclusive.

From **PANAMA** to **NEWCASTLE** and **MORPETH**, **MONDAY** and **TUESDAYS**, at 7 a.m. CITY OF **NEWCASTLE**, **TUESDAYS** and **FRIDAYS**, at 11 p.m.

For **CLARENCE TOWN** on **WEDNESDAYS**, **MILLER'S FOREST** on **FRIDAYS**; **PEBBLEBROOK** and **SANDYBUTTS**.

Freight on goods for **MILLER'S FOREST** and the **PEBBLEBROOK** will be paid in **PENNY**.

Freight and passage apply to **JOHN BLACK** and **CO.**, **96, New Pitt-street**.

H. WANG **WANG** **WANG** Direct.—The fast-sailing brig **LADY DEIRON** will be dispatched in a few days.

For freight or passage, apply to **CHRISTOPHER NEWTON**, **BROTHER**, and **CO.**, **George-street**.

LAIR'S YACHT for **AUCKLAND**.—**60/-** The favorite sailing yacht **KATE**, **P. Carter**, commander, having stowed portion of her cargo engaged will sail for **AUCKLAND** on the 1st instant.

Shippers are particularly requested to make their arrangements, to prevent disappointment.

For freight or passage apply on board, at the **Market Wharf**, or to **LAIRD**, **IRELAND**, and **CO.**, **Lloyd's**.

H. R. BENSON, General Manager.

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W. WESTGARTH, Manager.

Q. S. N. Co.'s Office, **Square-street**.

H. ORKIN, **CLIPPER**—The clipper schooner **LIGHTNING**, on **PENDETON**, at noon. **Albion Wharf**, **Market-street**.

JOHN HERON will be at the **sharp port** on **FRIDAY**, 4th January.

For freight or passage apply to **LAIRD**, **DICKINSON**, and **CO.**, **Chancery-Place**.

JOHN MAURITIUS.—Should sufficient indemnity offer, a sufficient vessel will be dispatched this week, conveying passengers only.

For freight or passage apply to **LAIRD**, **IRELAND**, and **CO.**, **Lloyd's**.

JOHN SHIP FOR SAN FRANCISCO.—The ship **ERK**, 700 tons, will leave in a few days.

As only a limited number of passengers will be taken, early application is necessary.

Letters to **Z** inclusive, on **FRIDAY** next.

CHARLES H. WOOLCOTT, Town Clerk.

AUSTRIAN CLUB—A BALLOTTING MEETING will be held on **WEDNESDAY**, 2nd January, 1867, between 1 and 3 o'clock.

By order,

R. ANDERSON, Secretary.

MASONIC—AUSTRALIAN FREEMASONS' HALL COMPANY.—The Grand Lodge—**ANNUAL MEETING** of the shareholders in the above-named Company will be held at the Hall in Clarence and York streets, on **MONDAY**, the 14th day of January, 1867, at 3 o'clock in the afternoon.

Letters to **P** inclusive, on **FRIDAY** next.

CHARLES H. WOOLCOTT, Town Clerk.

SHIP FOR LONDON.—Only requiring a few hundred tons of **Wool** to complete her cargo, the new clipper ship **MATTA**, at **Lloyd's** 12 years, and classed at **D** for 20 years, **WILLIAM BENSON**, Commander.

HUNTER RIVER.—Williams, this morning, Wednesday, at 7, **Cochinbun**, to-night, Wednesday, at 11, and **Colaroy**, to-morrow night, Thursday, at 11, **TOULOUSE BROWN**—Williams, calling at **Newcastle**, **Raymond Terrace**, this morning, Wednesday, at 7.

TO PATERSON RIVER.—Goods received and forwarded for **PATERSON**, on Saturday night.

TO TOWNSHIP OF BRISTOL.—City of **BRISTOL**, this afternoon, Wednesday, at 4 p.m.

TO MARYBOROUGH.—Tinhouse, to-morrow afternoon, Thursday, at 5 p.m.

TO ROCKHAMPTON.—James **PATERSON**, to-morrow afternoon, **Wednesday**, at 5 p.m.

TO CLEVELAND BAY, via **Gladstone** and **Pent Denison**.—Bomberang, 9th instant, at 5 p.m.

FROM BRISBANE TO ROCKHAMPTON, calling at **Woolgabba** and **Gladstone**.—Clarence, Tuesday, and **Wednesday**.—Clarence, Tuesday, and **Wednesday**.

Cargo is now being received for transmission to any of the above ports.

No cargo received for the steamers going to **Melbourne** or **Queensland** after 3 p.m. on their day of sailing.

TO GRAFTON.—City of **BRISTOL**, this afternoon, Wednesday, at 4:30; and **Bangalow**, Saturday afternoon, at 5.

TO HUNTER RIVER.—Williams, this morning, Wednesday, at 7; **Cochinbun**, to-night, Wednesday, at 11; and **Colaroy**, to-morrow night, Thursday, at 11, **TOULOUSE BROWN**—Williams, calling at **Newcastle**, **Raymond Terrace**, this morning, Wednesday, at 7.

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FROM BRISBANE.—The regular steamer **ALICE**, **CLIFFORD**, **CHAS. ROBERTSON**, in Sydney, to **TOULOUSE BROWN**.—First class, 10/-; second class, 5/-; third class, 2/-.

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NEW YEAR'S DAY.

The New Year's holiday—that second great secular festivity kept up in the colony at this season of the year, a day which some people have described as "The Scottish Christmas"—was celebrated yesterday, with all the honours thereto belonging from immemorial usage, Pagan and otherwise; with such distinctions as beceme the Octave of the Nativity to many amongst us, and, to others, the far more ancient Fete-day of Janus Bifrons, founded, in honour of that rather mythical personage, by old King Numa more than seven centuries before that Era, from which we date the incoming year of grace "1867." But whether Pagan or Christian, Scottish or English, the First Day of the Year seems decided to hold its own in Australia, and, like many other transplanted nations, to have assumed certain peculiarities, of which some are picturesque, some harmless, some edifying, and some disagreeable. Amongst the distinctions we here bestow upon that day, which looks back upon the Old Year and forward towards the New, is the ringing of bells, the blowing of horns, the beating of tin pots, the firing of guns, and the multitudinous shouting of small boys who parambulate the streets—eager to furnish proof of a rational excitement which results to the mind of the Mongolian Sojourner amongst us the Feast of Lanterns, when he, too, begins another annual chapter in the record of his terrestrial pilgrimage. The music of jolly bells is one thing, but the tintinnabular noise and cacophony of a New Year's Eve in Sydney is another; and the promoters of the latter are, perhaps, entitled to be considered the supporters of a custom more honoured in the breach than the observance.

Yet as "Elsie" has rightly observed, the sweet sound of church bells on these occasions is always suggestive of solemn, and not unpleasant or unprofitable, thoughts. Such a peal must sound a knell over much that can never be recalled either by the best or the most fortunate amongst us—a wall over buried joys, dead hopes, neglected opportunities, and wasted time. Doubtless, something like this must have been felt by many who heard the tuneful bells of St. Philip's, and of other metropolitan churches, as they rang the Old Year out and the New in last Monday night. As to what the more pensive and undemonstrative thought when they heard the Satur-

nal part of the customary proceedings, we cannot say. It is, of course, to be hoped that they heard the unwonted din with patient philosophy, and were not so totally deprived of sleep as to be unable to enjoy themselves on the following day. In several of the churches in the city and in the suburbs, divine services were held at midnight, which were numerously attended by those who were able to realise the religious importance of the occasion.

On New Year's Day itself the races at Randwick, and excursions down the harbour and far along the railway were the chief orders of the day for the great crowds who determined to make a day of it, notwithstanding the fervent heat. No cricket match in the Domain, or Sydney regatta retained the people in town, and so they poured themselves by thousands into the country, resorting freely to all those favoured localities which are usually selected on these occasions, and enjoying themselves individually and collectively as in duty bound. We append a report of some of the proceedings which characterised this New Year Festival.

TATTERSALLS' CLUB ANNUAL RACES.

NEW YEAR'S DAY, 1867.

The committee of Tattersall's Club, Judge, Mr. B. H. Smith, handicapper, Captain B. H. Barns, treasurer, Mr. S. Jones, steward of the course and starter, Mr. J. Richards, clerk of the scales, Mr. P. B. Whited, secretary, Mr. J. Harrod.

The annual race meeting of Tattersall's Club, which took place at Randwick, on New Year's Day, was a complete success. The programme of races was a very good one, and there were sufficient entrances to make each interesting. The weather was not favourable for the sloop races, there being a strong north-easterly wind all day accompanied by a heavy rain. The sloop races were suspended, and the wind and rain continued throughout the day. The first race was, however, run in the afternoon, and concluded with the superiority of the Curlew.

The first race was the Sydney Yacht Race, for 100 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round Fort Denison, round C. Island, back to the front, and back to the flagship, round Fort Denison, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £100; 2nd, £50; 3rd, £25.

9th Race.—The Consolation Sloop (Handicap) of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, round flagship, round Fort Denison, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

10th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, round flagship, round Fort Denison, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

11th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, round flagship, round Fort Denison, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

12th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, round flagship, round Fort Denison, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

13th Race.—For all Gentlemen Amateurs, pulling two pairs in light boats with coxswains. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £100; 2nd, £50; 3rd, £25.

14th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

15th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

16th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

17th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

18th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

19th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

20th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

21st Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

22nd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

23rd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

24th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

25th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

26th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

27th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

28th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

29th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

30th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

31st Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

32nd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

33rd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

34th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

35th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

36th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

37th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

38th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

39th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

40th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

41st Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

42nd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

43rd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

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45th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

46th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

47th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

48th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

49th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

50th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

51st Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

52nd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

53rd Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

54th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

55th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

56th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

57th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereigns each, for all boats having open boats under eight tons, centre boards excluded. Course: From moorings in Double Bay, round C. Island, and back to the flagship. Entrance 10s. Prize—1st, £50; 2nd, £25; 3rd, £15.

58th Race.—The Handicap of 30 sovereigns, with a sweepstakes of 3 sovereign

SALES BY AUCTION.

Preliminary Notice.

Bottled Beer, Wines, &c.

Ex John Duthie.

On account of whom it may concern.

R. F. STUBBS and CO. will sell by auction, at the City Mart, on an early day, as soon as the landing is completed, 664 packages bottled beer, wines, &c.

More or less damaged.

Full particulars with day of sale, in early issue.

Preliminary Notice.

Bar, Sheet, and Box Iron.

Galvanised Iron.

Ironmongery Goods, &c.

Ex John Duthie.

On account of whom it may concern.

R. F. STUBBS and CO. will sell by auction, at the City Mart, on an early day, which will be fixed upon as soon as the landing is completed, 663 packages ironmongery, comprising cutlery, hollow-ware, bedsteads, tools, &c.

More or less damaged.

Full particulars with day of sale, in early issue.

Preliminary Notice.

Ex John Duthie.

On account of whom it may concern.

R. F. STUBBS will sell by auction, at the City Mart, on MONDAY, January 7th, a 11 o'clock.

110 packages, comprising:

linen draper, bleached buckwax, twill sheeting, real cottons, cornwicks and curtains, hosiery, cambrics, tights, quilts, lemons, linings, counterpanes, carriage cloths, linens, paper, serges, hats, flannel, curtains and regatta shirts, collars, hats, ladies' and children's underclothing, silk umbrellas and parasols, waterproof clothing, &c., after which,

Preliminary Notice.

Fancy goods, and

An invoice of Silver's goods, comprising overland trunks, portmanteaus, hats, railway bags, coat bags, &c.

More or less damaged.

Full particulars with day of sale.

Terms, cash.

Damaged Boots and Shoes.

On account of whom it may concern.

Ex John Duthie.

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Preliminary Notice.

Fancy goods, and

An invoice of Silver's goods, comprising overland trunks, portmanteaus, hats, railway bags, coat bags, &c.

More or less damaged.

Full particulars with day of sale.

Terms, cash.

MESSRS. CHAS. MOORE and CO. have received instructions to sell by auction, at their New Stores, Pitt-street, on THURSDAY, 3rd, 126 Co-ope 8 in triangle.

4157—30 pairs ladies' kid, E. S. M. H.

4158—12 pairs

4159—36 pairs ladies' cashmere

4160—50 pairs ladies' kid

4161—72 pairs ladies' Indian

4162—20 pairs ladies' kid

4170—78 pairs ladies' kid

4171—12 pairs ladies' kid

4172—5 pairs, each 36 pairs, the same

4176—72 pairs ladies' kid

4177—12 pairs ladies' kid

4178—20 pairs ladies' kid

4187—88—20 pairs ladies' kid

4189—94—6 ditto, ditto, Indian

4195—1 ditto, ditto, Indian

4196—2 ditto, ditto, Indian

4200—1 ditto, ditto, French cashmere

4201—1 ditto, ditto, kid

4202—1 ditto, ditto, kid

4203—1 ditto, ditto, kid

4205—12 pairs ladies' kid, E. S. M. H.

4206—2 ditto, ditto, Indian

4218—12 pairs ladies' kid

4219—2 ditto, ditto, all German lasting

4220—41—2 ditto, ditto, kid

4224—8 pairs ladies' kid

4231—1 ditto, ditto, all kid

4252—1 ditto, ditto, children's

4253—1 ditto, samples

4254—2 ditto, 18 pairs gent's kid, E. S. M. H.

Terms, cash, before delivery.

All goods to be removed at purchasers' expense, immediately after sale.

Preliminary.

Damaged Drapery.

On account of whom it may concern.

Ex John Duthie.

THURSDAY, 3rd, at 11 o'clock.

To Warehouses, Drapers, and the Trade.

MESSRS. CHAS. MOORE and CO. have received instructions to sell by auction, at their New Stores, Pitt-street, on THURSDAY, 3rd, 100 packages of drapery.

Particulars on Thursday.

Salvage Goods.

Ex John Duthie.

THURSDAY, 3rd, at 11 o'clock.

To Warehouses, Drapers, and the Trade.

MESSRS. CHAS. MOORE and CO. have received instructions to sell by auction, at their New Stores, Pitt-street, on THURSDAY, 3rd, 100 packages of drapery.

Particulars on Thursday.

Salvage Goods.

Ex John Duthie.

All particulars of every package will be advertised on

the day of sale.

Goods to be removed at purchasers' expense immediately

after the sale.

R. D. R. OF SALES

by auction,

THIS DAY,

by

BRADLEY, NEWTON, and LAMB,

the Australian Auction Mart (first floor), commanding,

140 feet front, 1st floor, 1st floor.

First floor of

SALVAGE GOODS by JOHN DUTHIE,

6 packages drapery, &c.

At 12 o'clock (ground floor),

500 bags Mauritius sugar.

Groceries of all sorts, groceries, fruits, fish, &c.

On the Grafton Wharf, at half-past 2 o'clock,

shingles, shingles, and slate, or City of Hobart.

For particulars, see other advertisements.

Terms, liberal.

OREGON LUMBER, Rough and Dressed.

The Entire Cargo of the ship *Jay*, just arrived, with an excellent shipment of

DEALS, DECK PLANKS

BAULE TIMBER, SCANTLING

FLOORING BOARDS

PICKETS.

For positively Unreserved Auction Sale, on the

Market Wharf,

THURSDAY, 3rd January.

Important to Builders, Timber Merchants, Contractors, Country Builders, and others.

R. BRADLEY, NEWTON, and LAMB have been favoured with instructions from the importers, Messrs. Bethell and Scott, to sell by auction, on the Market Wharf, on THURSDAY, 3rd January, at half-past 2 o'clock.

The entire cargo of the *Jay*, as follows—

DEALS, DECK PLANKS

24,295 feet, 2 feet thick

19,700 feet, 6 x 3 planking 32 to 64 feet lengths

40,205 feet, 9 x 3 planks 15 to 64 feet

50,554 feet, 11 x 3 planks 30 to 54 feet

9,242 feet, 3 x 3 ditto 14 to 46 feet

103 Packages Drapery

2,182 Drapery

1 Case Samples.

OF BY ORDER OF THE SYDNEY MARINE ASSURANCE COMPANY.

103 Packages Drapery

2,182 Drapery

1 Case Samples.

R. BRADLEY, NEWTON, and LAMB have been favoured with instructions to sell by auction, at their Warehouses, O'Connell-street, THIS DAY, January 2nd, at half-past 10 o'clock.

The whole of the unaided properties in the assigned estate of Mr. John Caldwell, comprising

LOT 1—117-STREET CITY OF SYDNEY.

All the pieces of land, being part of allotment

No. 12 of section 32 as part of the plan of

PITT-STREET 25 feet, on the north by a line bearing

easterly 145 feet, and the east by a line bearing

southerly 4 feet, in front, an area of 1000 square

feet bearing westerly 143 feet 5 inches, dividing it from

premises now in the occupation of Mr. CALDWELL,

to the point of commencement, upon which are

erected the

EXTENSIVE BUSINESS PREMISES,

No. 276, PITT-STREET.

immediately opposite the SCHOOL OF ARTS.

They comprise SHOP and SPACIOUS STORES

and DWELLING-HOUSE, containing 12 apart-

ments, with Yards, stable, laundry and

warehouses, and other outbuildings.

These premises, from their extent and position, are

adapted for a first-class business, or for an hotel.

A very tastefully designed balcony and verandah, each 25 feet by 12 feet, have been recently erected in front, and the whole building is in the occupation of Mr. CALDWELL,

to the point of commencement, upon which are

erected the

THREE PREMISES,

immediately opposite the SCHOOL OF ARTS.

The whole of the unaided properties in the assigned estate of Mr. John Caldwell, comprising

LOT 2—PADDINGTON.

BLOCK of LAND, fronting the FRENCHMAN'S ROAD, containing 1000 square feet frontage to the OLD HEAD ROAD, with a depth of 62 feet

between the properties of WILLIAM FERRY, Esq., and Mr. TIGHE, being lots 1, 2, 3, and 4 of that portion of the PADDINGTON ESTATE known as Mr. H. S. SMITH'S SUBDIVISION.

It will be offered in one or more lots, to suit purchasers.

TITLE UNDER TORMEN'S ACT.

LOT 3—WALSHAM.

BLOCK of LAND, fronting the FRENCHMAN'S ROAD, containing 1000 square feet frontage to the OLD HEAD ROAD, with a depth of 62 feet

between the properties of WILLIAM FERRY, Esq., and Mr. TIGHE, being lots 1, 2, 3, and 4 of that portion of the PADDINGTON ESTATE known as Mr. H. S. SMITH'S SUBDIVISION.

It will be offered in one or more lots, to suit purchasers.

TITLE UNDER TORMEN'S ACT.

LOT 4—BALMAIN.

BLOCK of LAND, fronting the FRENCHMAN'S ROAD, containing 1000 square feet frontage to the OLD HEAD ROAD, with a depth of 62 feet

between the properties of WILLIAM FERRY, Esq., and Mr. TIGHE, being lots 1, 2, 3, and 4 of that portion of the PADDINGTON ESTATE known as Mr. H. S. SMITH'S SUBDIVISION.

It will be offered in one or more lots, to suit purchasers.

TITLE UNDER TORMEN'S ACT.

LOT 5—WALSHAM.

FUNERAL.—The Friends of Mr. JEP. SMITH ORFEE are invited to attend the funeral of his son, JOHN. The procession will move from his father's residence, 10, Pitt-street, at 12 o'clock, and proceed to the CEMETERY THIS (Wednesday) AFTERNOON.

KINSELLA AND SON. Undertakers, Swan-street and South Head Road.

FUNERAL.—The Friends of Mr. WILLIAM WARRENS, boat and ship master, are invited to attend the funeral of his late son WILLIAM, to move from his residence, No. 91, Parramatta-street, THIS (Wednesday) AFTERNOON, at 3 o'clock. J. and G. SHYING, Undertakers.



Department of Public Works.

Sydney, 31 December, 1866.

TENDERS for PUBLIC WORKS and SUPPLIES.—Tenders are invited for the following Public Works and Supplies. For full particulars see GOVERNMENT GAZETTE, a file of which is kept at every Police Office in the colony.

No tender will be taken into consideration unless the terms of the notice be strictly complied with.

The Government does not bind itself to accept the lowest or any tender.

Nature of Works and Supplies.

Extension of Twenty (20) Gate Lodges at Native Level Colliery, Railway Small Stores—Drapery, &c.

Iron Bridges, Darlingsford Gaol, Great Southern Road, 3rd District, 1st Division, Coal-street, 17, Metalling, Beau's Inn to Fish River.

Contract 4-67 Metalling, near Barber's and Hampshire Stone Creek.

Contract 1-67 Clearing, Bowring to Hopetoun Creek.

Contract 8-67 Clearing, Bogolong Creek to Reedy Creek.

Great Southern Road, 3rd District, 2nd Division—Contract 1-67 Clearing, Beau's Inn, Curington.

Contract 2-67 Clearing, Conney's Creek to Black Springs.

Contract 3-67 Clearing, Money Money to Coal.

Contract 4-67 Clearing, Coal-to-Spring Creek.

Lower Tumbler for Dredge "Hercules."

Repairs to Wharf at Tathra.

Erection of Mounds at entrance to Clarence River.

Erection of Beacon at entrance to Port Macquarie.

Alterations to Mud Punt at Newcastle.

JAMES BYRNES.

General Post Office, Sydney, 15th December, 1866.

TENDERS FOR THE UNDERTAKING of the undelivered MAIIS are invited. For particulars see GOVERNMENT GAZETTE, a file of which is kept at every post-office in the colony.

No tender will be considered unless the notice published in the GAZETTE be strictly complied with.

Date to which Tenders can be received at this Office.

By order of the Board,

ALEXANDER J. RALSTON, Secretary.

A USTRALIAN GENERAL ASSURANCE COMPANY.

Office, 126 Pitt-street, Sydney.

MAINE INSURANCES.

Effect at lowest current rates of premium, particulars of which can be obtained at the office.

Policy to Great Britain in triplicate, and made payable in London if required.

MR. H. T. FOX, Manager.

THE NORWICH UNION FIRE INSURANCE SOCIETY.

ESTABLISHED IN 1821.

Paid-in Capital, £50,000.

ANNUAL INSURANCES exceed SEVENTY FIVE MILLIONS.

ANNUAL DUTY paid to GOVERNMENT exceeds EIGHTY THOUSAND POUNDS.

All claims promptly settled in Sydney.

Forms of proposal and rates on application at the SYDNEY BRANCH OF THE, 311, George-street.

ROBERT SEMPILL, Agent.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

Invested Funds, £17,177,000.

Life Reserve, £1,175,000.

Having a Colonial Proprietary and Board of Directors in Sydney.

Holders of Life Policies in this Company, though entitled to bonuses, are not involved in any liability of partnership, the proprietors being alone responsible for its engagements.

The Premiums and the system of the company appropriates to the policy-holders the sum of £100,000, which share being uncooperative and guaranteed, whilst the same resources afford a degree of security which few (if any) offices can give.

£350,000 of the company's funds are invested in the Australian colonies.

The Policy is protected against insolvency under special Act of Parliament.

Fire Insurances granted at current rates.

A. STANGER LEATHERS, General Secretary.

No. 52, Margaret-street, Weymouth-squares, Sydney.

L UNION AND LANCASHIRE INSURANCE COMPANIES.

Chief Office—Leadenhall-street, London.

CAPITAL: £1,000,000.

Life, £100,000.

NEW SOUTH WALES BRANCH.

Local Board.

The Hon. A. M'ARTHUR, George, Wigman Allen, Esq.

General Agent, Esq.

M. A. C. MANSELL, Esq.

Secretary.

F. C. B.

Bankers.

Bank of New South Wales.

FILE COMPANY.

INSURANCES covering losses caused by lightning and explosion of gas.

LIFE COMPANY.

ASSURANCES subject to liberal policy conditions.

Rates and all information on application to W. H. JACKSON, Jun., Agent for NEW South Wales.

THE BRITISH AND FOREIGN MARINE INSURANCE COMPANY (Limited).

Capital, £1,000,000.

LORIMER, MARWOOD and HONE, Agents.

TRUST AND AGENCY COMPANY OF AUSTRALASIA (Limited).

Capital, £500,000.

Advances made on pastoral securities, freehold estates, &c.

Solicitors. Messrs. Parton and Hollins.

BRIGHT, BROTHERS and CO., Melbourne.

Managing Agents for Victoria, New South Wales, and Queensland.

TRUST AND AGENCY COMPANY OF AUSTRALIA (Limited).

Capital, £500,000.

Unlimited Liability.

Head Office, 328, George-street, Sydney.

Agents, Mr. MOSES LEVY and CO., 2 and 3, Albion-street.

C H R I S T M A S H O L D I A D Y S.

GREAT ATTRACTION.

NO. 2, EXTRAVAGANT.

at Madame SOHIER'S WAXWORK EXHIBITION, containing upwards of one hundred Waxlike representations.

Just added, Burges, Kelly, and Sullivan, the Magician, wonderers, recently executed at Nelson; also, Burke, the New South Wales Bushranger, executed at 96, Pitt-street, Sydney.

UNITED FIRM AND MARINE INSURANCE COMPANY OF SYDNEY.

Capital, £500,000.

Unlimited Liability.

Head Office, 328, George-street, Sydney.

Agents, Mr. MOSES LEVY and CO., 2 and 3, Albion-street.

GRIMAUD AND CO'S DIGESTIVE Elixir of PEPSINE.

PEPSINE is the gastric elixir, or, rather the active principle purified, which digests in the stomach.

From various causes, the supply of the digestive fluid is the small, the inevitable consequences are bad digestion, inflammation of the mucous coats of the stomach and bowels, and frequent relapses.

The elixir of pepine cures all the above symptoms.

The cough is relieved, the night-sweats cease, and the patient rapidly recovers his health.

No more dyspepsia, vomiting during pregnancy, and sea-sickness.

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